

ASTM specifications, complete specifications, including chemical and physical properties, special testing and any heat treatment.

(3) Each approved weld procedure for the fabrication of each structure using different grades or strengths of material and each approved weld test procedure.

(4) Information, restrictions or prohibitions regarding repairs or modifications.

#### OPERATING MANUAL

(ii) The operating manual required in § 109.121. If an approved manual is changed, only the pages affected by the change need be submitted if the manual is bound in such a way as to allow old pages to be removed easily and new ones inserted and if the manual has a record of page changes.

[CGD 73-251, 43 FR 56802, Dec. 4, 1978, as amended by CGD 79-023, 48 FR 51008, Nov. 4, 1983; CGD 83-071, 52 FR 6978, Mar. 6, 1987; CGD 85-099, 55 FR 32248, Aug. 8, 1990; CGD 88-032, 56 FR 35826, July 29, 1991; CGD 84-069, 61 FR 25290, May 20, 1996; 63 FR 52814, Oct. 1, 1998]

EFFECTIVE DATE NOTE: By CGD 84-069, 63 FR 52814, Oct. 1, 1998, § 107.305 was amended by revising paragraph (cc), effective Nov. 2, 1998. For the convenience of the user, the superseded text is set forth as follows:

#### § 107.305 Plans and information.

\* \* \* \* \*

(cc) The weight of each lifeboat, rescue boat, and davit-launched liferaft when fully equipped and loaded.

\* \* \* \* \*

#### § 107.309 Crane plans and information.

(a) Three copies of each of the following must be submitted:

(1) Stress and arrangement diagrams, bill of materials, and supporting calculations for all structural components listed in API Spec. 2C, Second Edition, February 1972 (with supplement 2).

(2) Drawings of foundations and substructures with supporting calculations for support and stability of each crane under its rated load.

(3) Plans showing the installation of the safety features required in § 108.601.

(4) Drawings of the means provided to stop motion and set brakes during a power failure.

NOTE: These plans must be submitted to the Coast Guard, if the crane is not certified. If the crane is to be certified, four copies must be sent to the American Bureau of Shipping or the International Cargo Gear Bureau.

(b) In addition to the plans and information required in paragraph (a), the following plans and information must be submitted to the Coast Guard only:

(1) One line diagrams of the electrical power circuits of the electric power crane overload protection required in Subpart 111.50 of this chapter.

(2) Diagrams of the hydraulic or pneumatic power and control systems, as required by Subpart 58.30-40 or 58.30-50 of this chapter, as applicable.

#### § 107.317 Addresses for submittal of plans, specifications, and calculations.

The copies of each plan, specification, and calculation required under § 107.305 and § 107.309 must be submitted to one of the following as applicable:

(a) The Officer in Charge, Marine Inspection, in the zone in which the unit is to be built or altered.

(b) Commanding Officer, U.S. Coast Guard Marine Safety Center, 400 Seventh St., SW., Washington, DC 20590-0001.

(c) The American Bureau of Shipping, (ABS) Two World Trade Center, 106th Floor, New York, NY 10048.

NOTE: For classed vessels, the American Bureau of Shipping will, upon request by the submitter, arrange to forward the plans indicated with an asterisk in § 107.305 to the Coast Guard indicating ABS's action thereon.

(d) International Cargo Gear Bureau, Inc., 17 Battery Place, New York, NY 10004.

[CGD 73-251, 43 FR 56802, Dec. 4, 1978, as amended by CGD 85-048b, 51 FR 15498, Apr. 24, 1986; CGD 89-025, 54 FR 19571, May 8, 1989; CGD 96-041, 61 FR 50730, Sept. 27, 1996]

### Subpart D—Certificates Under International Convention for Safety of Life at Sea, 1974

#### § 107.401 Purpose and definition.

(a) The International Convention for Safety of Life at Sea, 1974, requires one

or more of the certificates described in this subpart to be carried on self-propelled vessels of 500 gross tons or over engaged in international voyages. This subpart prescribes rules for the issuance of these certificates to mobile offshore drilling units.

(b) “International voyage” has the same meaning as stated in Regulation 2(d) of part A, chapter I in the International Convention for Safety of Life at Sea, 1974. (SOLAS 74), which is: “a voyage from a country to which the present Convention applies to a port outside such country, or conversely. The Coast Guard has interpreted this definition to include the following:

(1) A voyage from a country to which SOLAS 1974 applies, to a port outside that country or the reverse;

(2) A voyage from any territory, including the Commonwealth of Puerto Rico, all possessions of the United States, and all lands held by the United States under a protectorate or mandate, whose international relations are the responsibility of a contracting SOLAS 74 government, or which is administered by the United Nations, to a port outside that territory or the reverse;

The Coast Guard has interpreted this definition to not include a “Great Lakes voyage” which means a voyage solely on the Great Lakes of North America and the St. Lawrence River west of a straight line drawn from Capedes Rosiers to West Point, Anticosti Island and, on the north side of Anticosti Island, the 63rd Meridian.

[CGD 73–251, 43 FR 56802, Dec. 4, 1978, as amended by CGD 90–008, 55 FR 30662, July 26, 1990]

**§ 107.405 Safety Equipment Certificate.**

(a) A self-propelled unit of at least 500 gross tons that engages in international voyages is issued a safety equipment certificate if the inspector issues it a certificate of inspection under § 107.211 or § 107.215 and it meets chapter 3 of the International Convention for Safety of Life at Sea, 1974.

(b) A Safety Equipment Certificate expires 24 months after the date of issue.

[CGD 73–251, 43 FR 56802, Dec. 4, 1978, as amended by CGD 90–008, 55 FR 30662, July 26, 1990]

**§ 107.409 Safety Construction Certificate.**

(a) Application for a Safety Construction Certificate is made by indicating in the space provided on the Application for Inspection Form CG–3752 whether the American Bureau of Shipping or the Coast Guard is to issue the certificate.

(b) The American Bureau of Shipping or the Coast Guard may issue a self-propelled unit of at least 500 gross tons that engages on international voyages a Safety Construction Certificate if the unit meets the requirements in Regulation 12 (a)(ii), Chapter I of the International Convention for Safety of Life at Sea, 1974.

(c) A Safety Construction Certificate expires 60 months after the date of issue.

(d) If a unit fails to meet the requirements in Regulation 12(a)(ii), the Coast Guard may—

(1) Suspend an unexpired Safety Construction Certificate; and

(2) Revoke an unexpired Safety Construction Certificate.

[CGD 73–251, 43 FR 56802, Dec. 4, 1978, as amended by CGD 90–008, 55 FR 30662, July 26, 1990]

**§ 107.413 Exemption certificate.**

(a) An owner or operator of a unit may request an exemption from the requirements of the International Convention for Safety of Life at Sea, 1974 (SOLAS 74) by writing to the appropriate OCMI.

(b) The Commandant (G–MOC) may exempt a self-propelled unit of at least 500 gross tons on an international voyage from any of the requirements in the International Convention for Safety of Life at Sea, 1974 (SOLAS 74) if the unit meets the conditions of Regulation 4 of Part A, Chapter I, of SOLAS 74 which states the following:

a. A ship which is not normally engaged on international voyages but which, in exceptional circumstances, is required to undertake a single international voyage may be exempted by the Administration from any of the requirements of the present Regulations provided that it complies with safety requirements which are adequate in the opinion of the Administration for the voyage which is to be undertaken by the ship.